

Remarks/Arguments:

Reconsideration of the application is requested. Claims 1-9 remain in the application. Claim 1 has been amended.

The added terminology in claim 1 is amply supported in the specification. For example:

- The "loading area" on the second machine frame is illustrated in Figs. 1 and 4 and it is identified with reference numeral 12. Reference is had to the specification, page 5, para. 19.
- The "guide rails" on the second machine frame are illustrated in Fig. 1 and described on page 5, para. 19, of the specification. The description also mentions that the rails 13 extend in the longitudinal direction.
- The second end of the bridge girder may either be supported on the second machine frame, as illustrated in Figs. 1, 2, and 4, or it may be supported directly on the track, as illustrated in Fig. 3. The term "selectively" thus refers to the option of supporting the second end either on the track or on the second machine frame. See, also, page 7, para. 22.
- The "guide device" cooperates with the guide rails 13. The guide device is identified in the figures with

reference numeral 18 and the guide rollers that roll on the guide rails are identified with numeral 19.

The arguments concerning the rejection over the reference Buhler (US 4,979,247) presented in our last two responses still apply to the amended claim 1. Our earlier remarks are herewith incorporated by reference.

As we understand the Examiner's reading of the reference teaching on the claimed subject matter, the track vehicle 2 of Buhler is equated with the claimed auxiliary undercarriage. The track vehicle is provided so that the rear end of the car 1 remains mobile even after the rails have been lifted up following the forward undercarriage 13. The bridge girder - regardless of whether the car 1 runs on the wheels 3, i.e., on the rails, or on the track vehicle 2, i.e., on the ground - is always supported on the second machine frame.

In contrast with the reference, applicant's bridge girder (i.e., the second end thereof) can either be supported on the second machine frame or directly on the rail 8. The "auxiliary undercarriage," therefore, cannot be read on the track vehicle 2 of Buhler which replaces the undercarriage 3 to support the tail end of the railroad car 1.

The claims, as presented herein, are patentable over the art of record. Favorable action in this regard is solicited.

If an extension of time for this paper is required, petition for extension is herewith made.

Please charge any other fees, which might be due with respect to Sections 1.16 and 1.17 to the Deposit Account of Lerner and Greenberg, P.A., No. 12-1099.

Respectfully submitted,



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